Accordingly (at 2 o'clock and 11 minutes p.m.), the House stood in recess.

□ 1700

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. HOLDING) at 5 p.m.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the Chair will postpone further proceedings today on motions to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote incurs objection under clause 6 of rule XX.

Record votes on postponed questions will be taken later.

SMALL AIRPLANE REVITALIZATION ACT OF 2013

Mr. PETRI. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 1848) to ensure that the Federal Aviation Administration advances the safety of small airplanes, and the continued development of the general aviation industry, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1848

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the ''Small Airplane Revitalization Act of 2013''.

SEC. 2. FINDINGS.

Congress finds the following:

(1) A healthy small aircraft industry is integral to economic growth and to maintaining an effective transportation infrastructure for communities and nations around the world.

(2) Small aircraft comprise nearly 90 percent of FAA type certified general aviation aircraft.

(3) General aviation provides for the cultivation of a workforce of engineers, manufacturing and maintenance professionals, and pilots, who secure the Nation's economic success and defense.

(4) General aviation contributes to well-paying manufacturing and technology jobs in the United States, and these products are exported in great numbers, providing a positive trade balance.

(5) Technology developed and proven in general aviation aids in the success and safety of all sectors of aviation and scientific competence.

(6) The average small airplane in the United States is now 40 years old and the regulatory barriers to bringing new designs to market are resulting in a lack of innovation and investment in small airplane design.

(7) Over the past decade, the United States has typically lost 10,000 active private pilots per year, partially due to a lack of cost-effective, new small airplanes.

(8) General aviation safety can be improved by modernizing and revamping the regulations for this sector to clear the path for technology adoption and cost-effective means to retrofit the existing fleet with new safety technologies.

SEC. 3. FAA SAFETY AND REGULATORY IMPROVEMENTS FOR GENERAL AVIATION.

(a) ESTABLISHMENT OF FAA SAFETY AND REGULATORY IMPROVEMENTS FOR GENERAL AVIATION.—The Administrator shall advance the safety and continued development of small airplanes by reorganizing the certification requirements applicable to small airplanes to streamline the approval of safety advancements.

(b) REGULATIONS.—The Administrator shall issue a final rule based on the FAA's Part 23 Reorganization Aviation Rulemaking Committee (established in August 2011) by December 31, 2015. The final rule shall meet the following objectives of the Part 23 Committee:

(1) Create a regulatory regime for small airplanes that will improve safety and decrease certification costs.

(2) Set broad, outcome-driven safety objectives that will spur innovation and technology adoption.

(3) Replace current, prescriptive requirements contained in FAA rules with performance-based regulations.

(4) Use FAA-accepted consensus standards to clarify how the part 23 safety objectives may be met by specific designs and technologies.

(c) CONSENSUS-BASED STANDARDS.—The Administrator shall use acceptable consensus-based standards whenever possible in the spirit of the National Technology Transfer and Advancement Act of 1996 (15 U.S.C. 3701 note), while continuing traditional methods for meeting part 23.

(d) SAFETY COOPERATION.—The Administrator shall lead the effort to improve general aviation safety by working with leading aviation regulators to assist them in adopting a complementary regulatory approach for small airplanes.

SEC. 4. DEFINITIONS.

In this Act, the following definitions apply:

(1) ADMINISTRATOR.—The term ''Administrator'' means the Administrator of the Federal Aviation Administration.

(2) CONSENSUS STANDARDS.—The term ''consensus standards'' means standards developed by voluntary organizations which plan, develop, establish, or coordinate voluntary standards using agreed-upon procedures, both domestic and international. These standards include provisions requiring that owners of relevant intellectual property agree to make that intellectual property available on a nondiscriminatory, royalty-free or reasonable-royalty basis to all interested parties. These bodies have the attributes of openness, balance of interest, due process, an appeals process, and consensus.

(3) FAA.—The term ''FAA'' means the Federal Aviation Administration.

(4) GENERAL AVIATION.—The term ''general aviation'' means all aviation activities other than scheduled commercial airline operations and military aviation.

(5) PART 23.—The term ''part 23'' means part 23 of title 14, Code of Federal Regulations.

(6) SMALL AIRPLANE.—The term ''small airplane'' means FAA type certificated airplanes that meet the parameters of part 23 of title 14, Code of Federal Regulations.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Wisconsin (Mr. PETRI) and the gentlewoman from Nevada (Ms. TITUS) each will control 20 minutes.

The Chair recognizes the gentleman from Wisconsin.

GENERAL LEAVE

Mr. PETRI. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous materials on H.R. 1848.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Wisconsin?

There was no objection.

Mr. PETRI. I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 1848, the Small Airplane Revitalization Act of 2013.

I'd like to commend my colleague, Congressman MIKE POMPEO, for introducing this bill, along with Congressmen DAN LIPINSKI, SAM GRAVES, RICHARD NOLAN, and TODD ROKITA.

I will insert into the RECORD a letter of support for H.R. 1848 from the Aircraft Owners and Pilots Association, Experimental Aircraft Association, General Aviation Manufacturers Association, National Air Transportation Association, and National Business Aviation Association, as well as a separate letter of support from the National Air Traffic Controllers Association.

Mr. Speaker, we're considering H.R. 1848 today because general aviation is vital to our country. The general aviation industry includes nearly 600,000 pilots, employs 1.3 million people, and contributes approximately $150 billion annually to the U.S. economy. In fact, the general aviation industry is one of the few remaining U.S. manufacturing industries that provide a trade surplus for the U.S., and it has a presence in every one of our 435 Congressional districts.

However, over the last several decades, the general aviation industry has experienced unique challenges, including a steady decline in new pilots, flight activity, and the sale of new aircraft. In part, these challenges are due to overly prescriptive and outdated certification processes, which greatly increase the costs of bringing new products to market and, ultimately, increase the costs for consumers.

The bill before us is intended to address these challenges by streamlining the certification process for small airplanes, making it more efficient and effective, while also protecting the important safety oversight function of the FAA.

The goal is to improve safety at a fraction of the cost. For example, the leading cause of fatalities in general aviation is due to ''loss of control.'' There are several existing technologies available to mitigate loss of control, such as an angle of attack indicator. However, in an FAA-certified airplane, the purchase and installation of this equipment is about $5,000; whereas, the exact same piece of equipment in a noncertified experimental airplane is about $800. So right now, the FAA's complicated and costly small airplane certification process provides a disincentive to certify new airplanes and safety equipment. This is just one example of how the Small Airplane Revitalization Act will improve safety at a fraction of the cost.

Mr. Speaker, I reserve the balance of my time.

AOPA, EAA, GAMA, NATA, NBAA,

July 9, 2013.

DEAR MEMBERS OF THE HOUSE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE: We write in support of the Small Aircraft Revitalization Act (H.R. 1848). We urge you